TRAFFIC COMMISSION REPORT
October 28, 2010

Item VC

PROPOSED MARKED CROSSWALK ON VICTORY BLVD. AT CALIFORNIA ST.

ISSUE:

Alyson Taylor, a young resident of North Avon Street, has requested the evaluation of a new marked crosswalk across Victory Boulevard at California Street. Ms. Taylor has also requested that she be allowed to make a presentation before the Traffic Commission as a prerequisite to obtaining a Gold Award as a Senior Girl Scout. Staff requests that the three minute time restriction be waived to allow her additional time to present her information.

BACKGROUND:

The section of Victory Boulevard east of Hollywood Way is illustrated in Attachment 1. Traffic signals are in place at Hollywood Way and at Fairview Street, and the distance between them is about 1,650 feet. Intervening streets are Avon, Lima, California, and Ontario Streets, which are about 330 feet apart. California Street is about 990 feet from Hollywood Way.

Ralph Foy Park and the Tuttle Senior Center are located on the north side of Victory Boulevard opposite California Street, and the Northwest Library is across Victory Boulevard from Avon Street. The Village Church and Day Care Center is located on the south side of Victory Boulevard between California Street and Lima Street. Residential uses occupy the area south of the church, and commercial uses are located at Hollywood Way.

Traffic demand was measured in August 2010 at a total volume of 23,153 vehicles per day, with about 11,600 vehicles per day in both the easterly and westerly directions. Numerical and graphical data are shown in Attachments 2 and 3. The weekday morning peak travel hour occurs about noon and the evening peak travel hour is 5 PM. Average traffic speeds were measured at 35.8 MPH and the 85th percentile speed was recorded at 39.8 MPH. The posted speed limit is 35 MPH.

The section of Victory Boulevard between Hollywood way and Fairview Street (excluding the intersection of Hollywood Way) had 15 accidents in the last five years, with 10 intersection accidents and five mid-block accidents. One mid-block pedestrian accident occurred near Hollywood Way and two bicycle accidents were recorded near Ontario Street. The accidents included four drivers cited for unsafe speed, and three accidents caused by drivers under the influence of alcohol. Seven rear end accidents were recorded which is indicative of high travel speeds. The overall accident rate is relatively low at 1.149 accidents per million vehicle miles.

DISCUSSION:

Traffic demand and traffic speed on Victory Boulevard are high (23,000 vpd and 40 MPH). Considerable pedestrian traffic crosses Victory Boulevard between the residential area and the park and library. On Sundays, persons attending the Village Church will park at Ralph Foy Park and cross Victory Boulevard to the church. Bicycle usage has also risen with the installation of marked bicycle lanes last year. Thus, the area has considerable vehicle, bicycle and pedestrian activity.

For more than 20 years, Burbank staff has resisted the installation of marked pedestrian crosswalks at uncontrolled intersections. Our position is based on numerous safety studies of marked and unmarked crosswalks in a number of communities, including San Diego, Long Beach and Los Angeles. Those studies showed that marked crosswalks at uncontrolled intersections are less safe than unmarked crosswalks because the pedestrian is less cautious at the marked crosswalks. The most recent study conducted by the University on North Carolina[1] concluded that street conditions like those found on Victory Boulevard would have about 5 times more accidents with a marked crosswalk (Attachment 4). Additionally, a study in Berkeley[2] indicated that most drivers and pedestrians do not know who has the right-of-way at crosswalks.

CONCLUSIONS:

A major goal of the Burbank City Council is to promote walkability and pedestrian activity in the city; however, the pedestrian needs must be promoted safely. Marked, uncontrolled crosswalks have a place in the overall mobility infrastructure, but not at Victory Boulevard and California Street. Staff feels that a marked crosswalk at this location would be less safe than the existing condition based on the existing traffic volumes, speeds and the width of Victory Boulevard.

RECOMMENDATIONS:

Staff recommends that no marked pedestrian crosswalk be installed at California Street.

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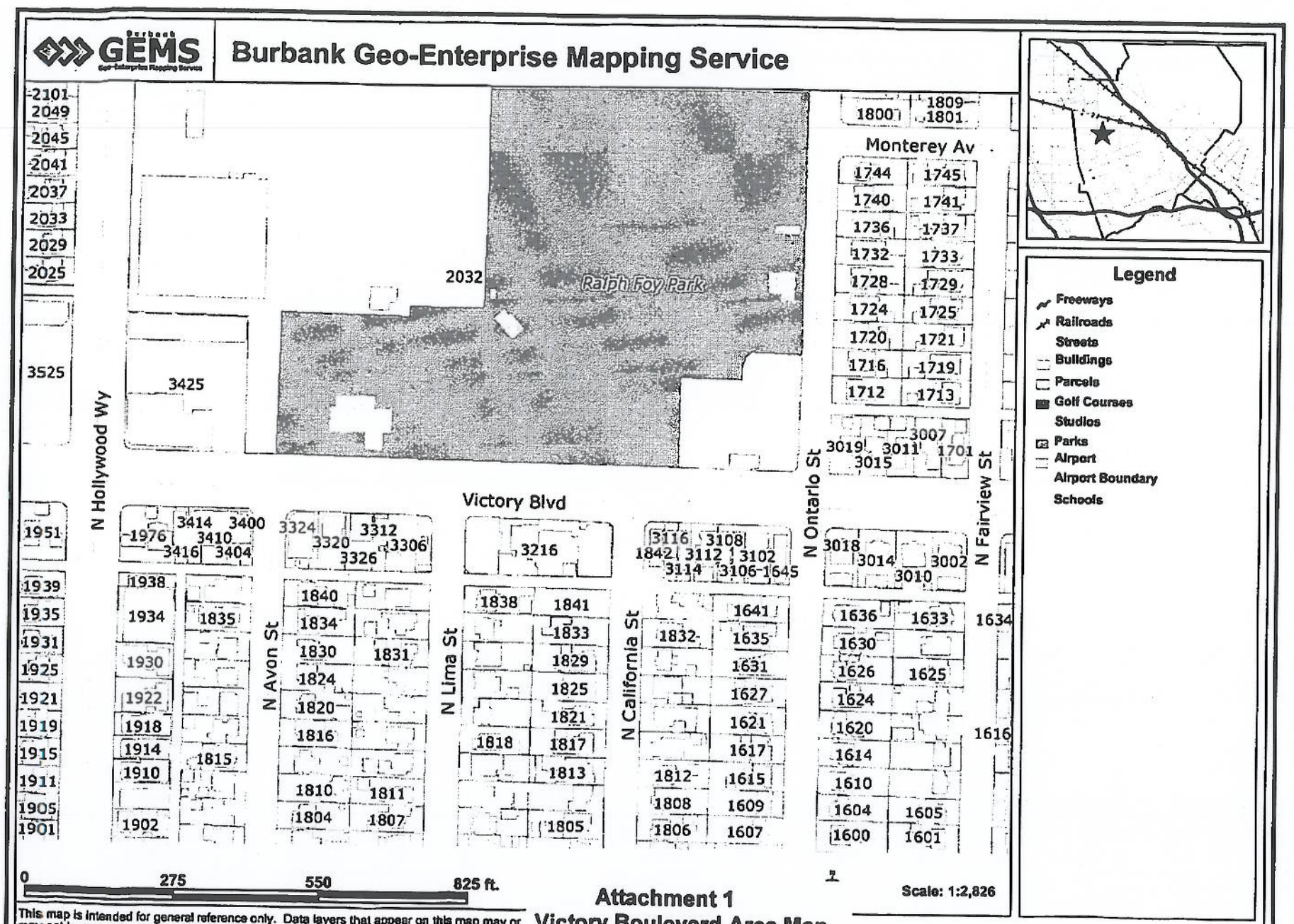
1 Safety Effects of Marked verses Unmarked Crosswalks at Uncontrolled Intersections, FHWA Publication Number HRT-04-100, US department of Transportation, Federal Highway Administration, 1 Safety Effects of Marked verses Unmarked Crosswalks at Uncontrolled Intersections, FHWA Publication Number HRT-04-100, US department of Transportation, Federal Highway Administration, September 2006

2 What They Don't Know Can Kill Them, More Evidence on Why Pedestrian and Driver Knowledge of the Vehicle Code Should Not be Assumed, University of California, Berkeley, November 2006

ATTACHMENTS:

Victory Boulevard Area Map
Victory Boulevard Traffic Demand
Traffic Volume on Victory Boulevard
Pedestrian Crash Rates at Various Crosswalks



Attachment 1
Victory Boulevard Area Map

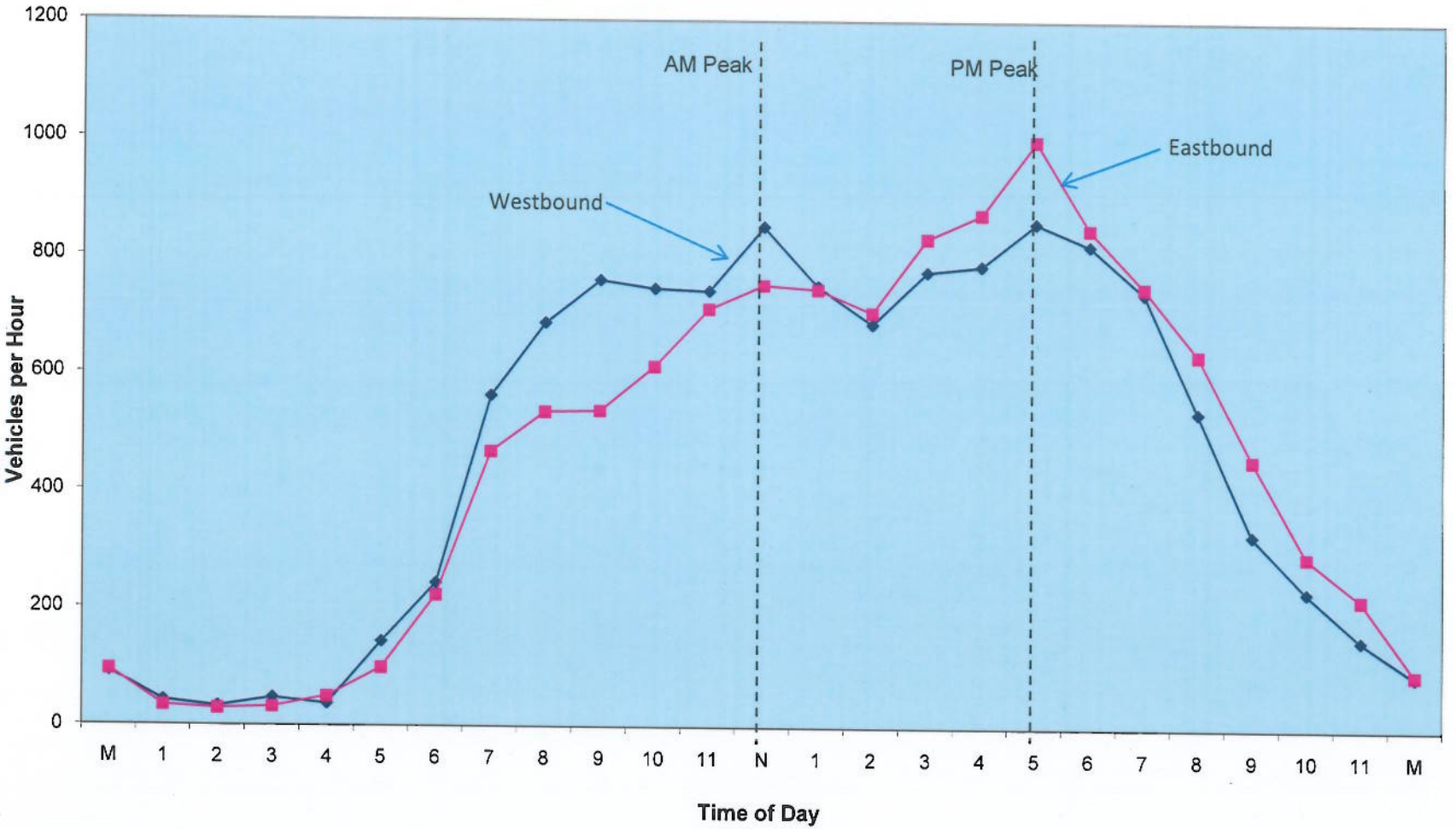
Attachment 2

Victory boulevard Traffic Demand

Traffic Demand
Victory Blvd - East of California

Aug-10 Time	Victory EB	Victory WB	Victory TOTAL
M	91	94	185
1	42	33	75
2	32	28	60
3	47	31	78
4	37	49	86
5	143	98	241
6	243	222	465
7	562	466	1028
8	686	534	1220
9	759	536	1295
10	745	612	1357
11	741	710	1451
N	851	751	1602
1	750	744	1494
2	686	705	1391
3	775	831	1606
4	785	872	1657
5	858	997	1855
6	820	847	1667
7	739	748	1487
8	537	634	1171
9	329	456	785
10	233	292	525
11	152	220	372
M	91	94	185
Sum	11643	11510	23153

Attachment 3
Traffic Volume on Victory Boulevard
East of California - 8/9/10



Attachment 4
Pedestrian Crash Rates at Various Crosswalks

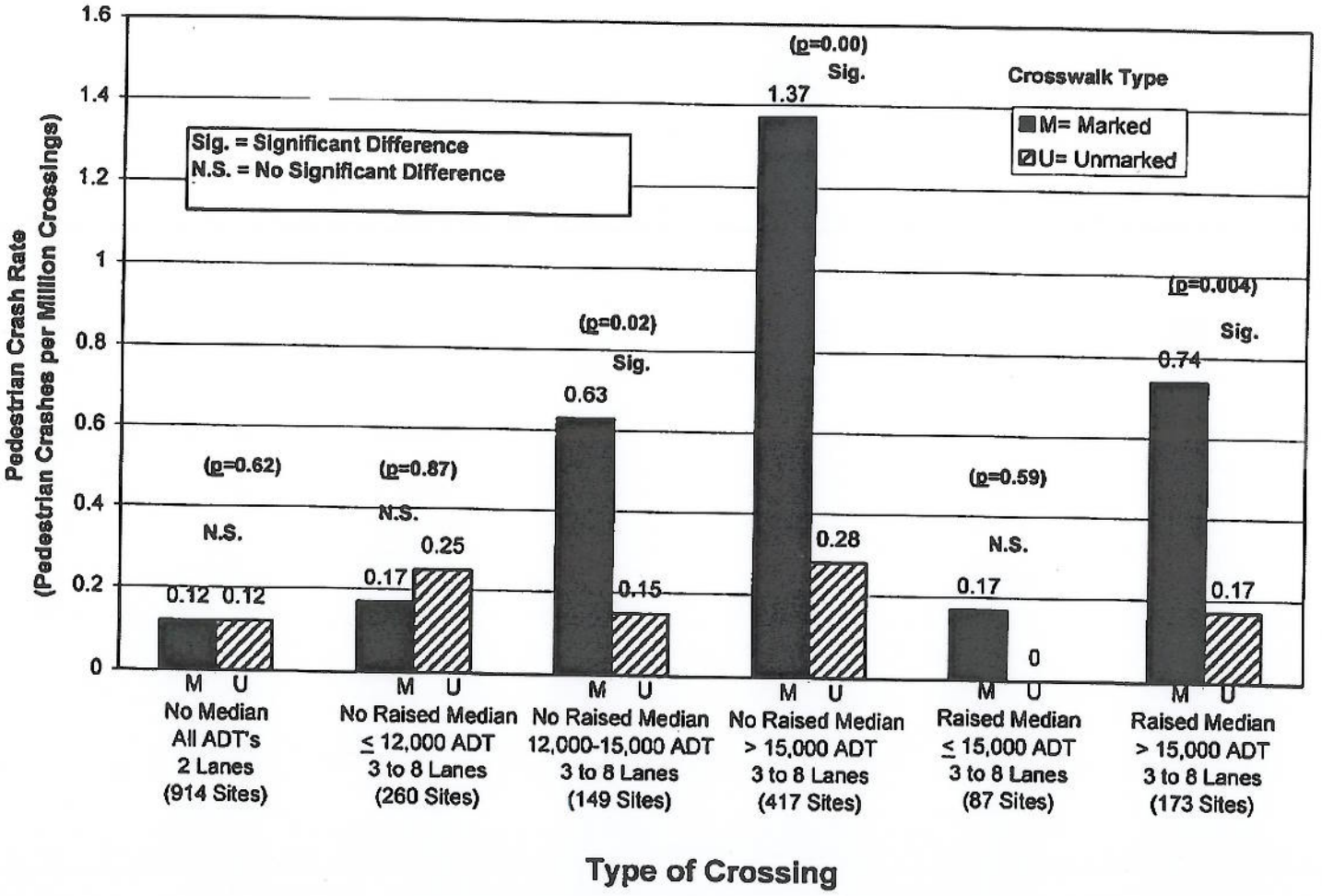


Figure 18. Pedestrian crash rate versus type of crossing.

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VD

FAIRVIEW STREET PARKING RESTRICTIONS

ISSUE:

A resident on Fairview Street between Empire Avenue and Thornton Avenue requested that existing parking restrictions on the southern portion of the street be extended to the full length of the street. The existing parking restrictions were installed by City Council as a part of a redevelopment project on Fairview Street.

BACKGROUND:

Fairview Street between Empire Avenue and Thornton Avenue is a residential street with a combination of single and multi-family dwellings. This section of Fairview Street includes the 2200 and 2300 block addresses. Street sweeping restrictions are in place on the street for Thursday 10-12 AM on the west side and for Friday 2-4 PM on the east side along the full block. The resident permit parking only was installed in 1999 and is in place only on the 2200 block of the street, whereas the 2300 block has no restrictions other than the street sweeping restrictions. The resident only parking is only available to those living in the 2200 block of Fairview Street, and is also available to nine residents of the 2200 block of Ontario Street, one block to the west of Fairview Street.

Ontario Street has similar street sweeping restrictions as Fairview Street, and the street also has a two hour parking restriction on the west side of the street. Residential uses exist on the east side of Ontario Street and the west side has only commercial land uses. The parking restrictions and permit availability is highly unusual. The general area is shown in Attachment 1.

DISCUSSION:

As indicated above, the resident only parking restrictions were installed in about 1999. Public Works records do not identify why or how the restrictions were installed. The restrictions did not follow the usual process involving a petition from residents and a progressively more limiting restriction (2 Hr, 1 Hr, and then resident only). However, information suggests that the restrictions were put in place in conjunction with a residential redevelopment project in the middle of the block between Fairview Street and Ontario Street (2245 Fairview Street to 2298 Ontario Street.

The redevelopment project involving 16 condominium units and a day care facility were constructed around the year 2000. They included units fronting both Fairview Avenue and Ontario Street, with access to the off street parking for half of the units from each street. Residential uses in this block south of the redevelopment project (in the 2200 block) are primarily single family dwellings while the uses north of the project (in the 2300 block) are primarily apartment uses. All residential uses have off street parking.

The restrictions may have been installed to mollify and protect on-street parking for the single family residents.

In addition to the condominium units, a total of 20 single family residential dwellings are eligible for the resident only parking permits. Thus a total of 29 families can have access to the permit only parking. In recent years, about 24 of the 29 families have requested the free resident only permits (a total of 72 permits). The resident only on-street parking is comprised of 28 to 29 spaces on Fairview Avenue

CONCLUSIONS:

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The existing parking restrictions on Fairview Street are not standard, and they were established without the standard process. The restrictions favor the single family residential uses on the south end of the street while eliminating on-street parking for the apartment dwellers on the north end. The 29 available on-street parking spaces in the restricted zone are totally insufficient to accommodate all permit parking. Permit holders have access to all on-street parking in the 2200-2300 blocks of Fairview Avenue, while the non-permit holders are restricted to the parking on half the street. The current restrictions are not equitable.

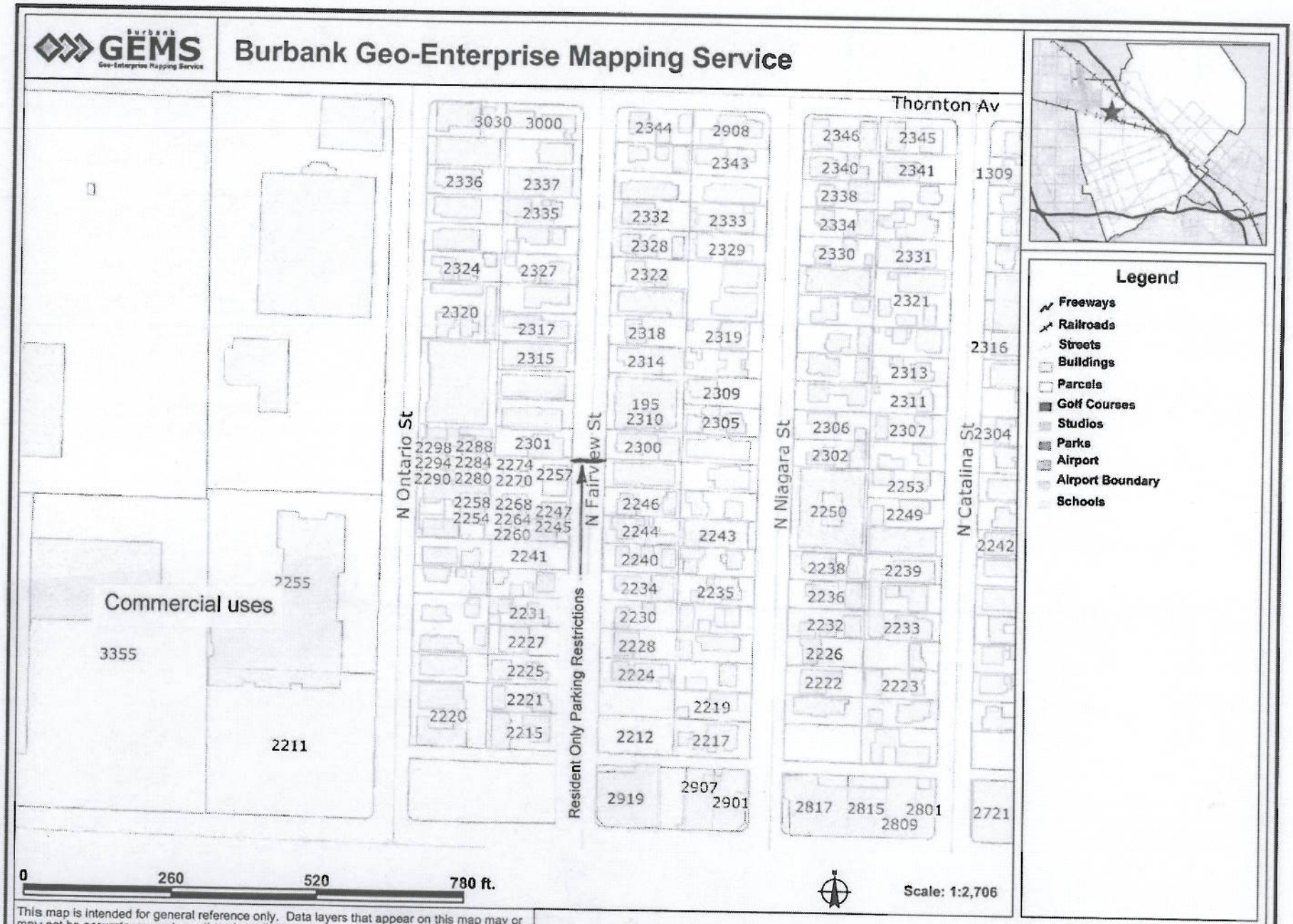
Since the restrictions were installed by City Council, they must be removed by the Council

RECOMMENDATIONS:

Staff requests that the Traffic Commission endorse the removal of the resident only parking restrictions. Staff will present the information to City Council for their review and disposition.

ATTACHMENTS:

1. Fairview Street Area Map



This map is intended for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Attachment 1
Fairview Street Area Map

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VE

HIGHWAY SAFETY IMPROVEMENT PROGRAM GRANT

ISSUE:

Staff requests Traffic Commission endorsement to apply for two Highway Safety Improvement Program (HSIP) grants. One grant application will extend the Verdugo Avenue bike lanes to the east and to the west of the current project, and the second grant application will fund the installation of guardrail at a number of locations in Burbank

BACKGROUND:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005, established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

The specific provisions pertaining to the HSIP are defined in Section 1401 of SAFETEA-LU which amended Section 148 of Title 23, United States Code (23 USC 148) to incorporate these provisions. These provisions are still in effect due to Continuing Resolutions passed by Congress during Federal Fiscal Year 2009/10.

On September 3, 2010, Caltrans announced a call for HSIP projects based upon anticipated federal safety funding in the 2010/11 federal fiscal year (FFY). Caltrans expects the HSIP funding apportioned to local agencies to be approximately $50 million for the 2010/11 FFY. Applications are due to Caltrans by December 9, 2010.

Typically, grant have been given to communities to install in-pavement lighted crosswalks, install guardrail, install left turn traffic signals, widen shoulders, install medians, install roundabouts, and install curb extensions.

Burbank has successfully applied and received several grants totaling about $1.4 million over the last several years. One grant will help fund the rail/highway grade crossing improvements of Buena Vista Street at Vanowen Street, and the other grant will fund the installation of traffic signals at Burroughs High School on Verdugo Avenue. The proposed grant to extend the bicycle lanes on Verdugo Avenue will complement this past approved grant.

DISCUSSION:

Application #1: Verdugo Avenue Safety Improvement Project – The project will extend the existing Type II bicycle lanes on Verdugo Avenue to Victory Boulevard on the east and Pass Avenue on the west. It will also install bicycle detection at existing traffic signals, install curb extensions at several locations, and fund the widening of Verdugo Avenue by four feet between Olive Avenue and Virginia Street. A plan of the improvement is shown in Attachment 1. The completed project will connect to existing Type II bicycle lanes on Main Street, and it will extend the Verdugo Type II bicycle lanes to the western city limits. The estimated cost of the project is about $650,000, and the Federal HSIP program will fund 90 percent of the project. A cost breakdown of the project is as follows:

Project Element	Unit Cost	Total Cost
Verdugo Widening	$ 45.00/Ft	$ 45,000
Curb Extensions	$25,000/Ea	$150,000
Video Bicycle detection	$25,000/Location	$225,000
Conduit & pullboxes	$10,000/Signal	$ 50,000
Bike lanes	$20,000	$ 20,000
Subtotal		*$490,000*
Contingencies	15 %	$ 73,500
Design	15 %	$ 73,500
Grand Total		**$637,000**

The Traffic Commission has had concerns about curb extensions with previous grant applications. The concerns involved possible congestion issues related to turning traffic. Staff has investigated several alternatives to mitigate these concerns. The options are shown in Attachment 2. The first option is to install smaller extensions on all corners that would not impede the turning movements, and the second option is to install extensions only where they will not restrict turns from Verdugo Avenue.

Application #2: Installation of Guardrail – Guardrail is either deteriorated or not installed at 80 locations throughout Burbank. The existing deteriorated guardrail is not to current Caltrans standards. A breakdown of project costs is as follows

Project Element	Unit Cost	Total Cost
Construct guardrail	$100/LF	$500,000
Remove Guardrail	$10/ LF	$ 50,000
Subtotal		*$550,000*
Contingencies	10 %	$ 55,000
Design	5 %	$ 27,500
Grand Total		**$632,500**

CONCLUSIONS:

The above two projects are needed to improve safety in Burbank, and they are the type of projects that have been funded by Caltrans in past grant cycles. Staff believes that these projects have a good chance of receiving funding from Caltrans.

RECOMMENDATIONS:

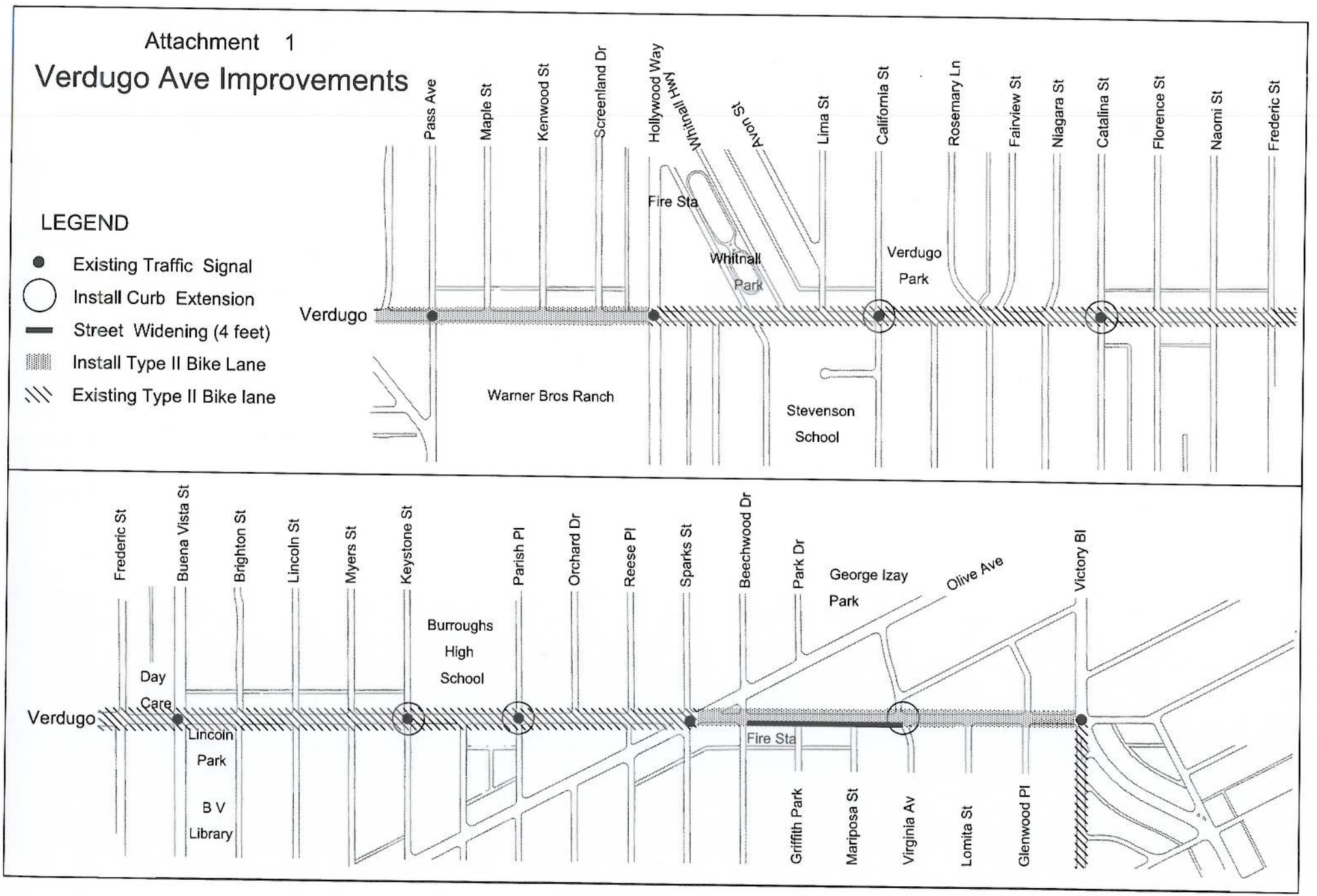
Staff requests Traffic Commission support for these two projects and requests endorsement letters from the Traffic Commission to Caltrans in support of the applications.

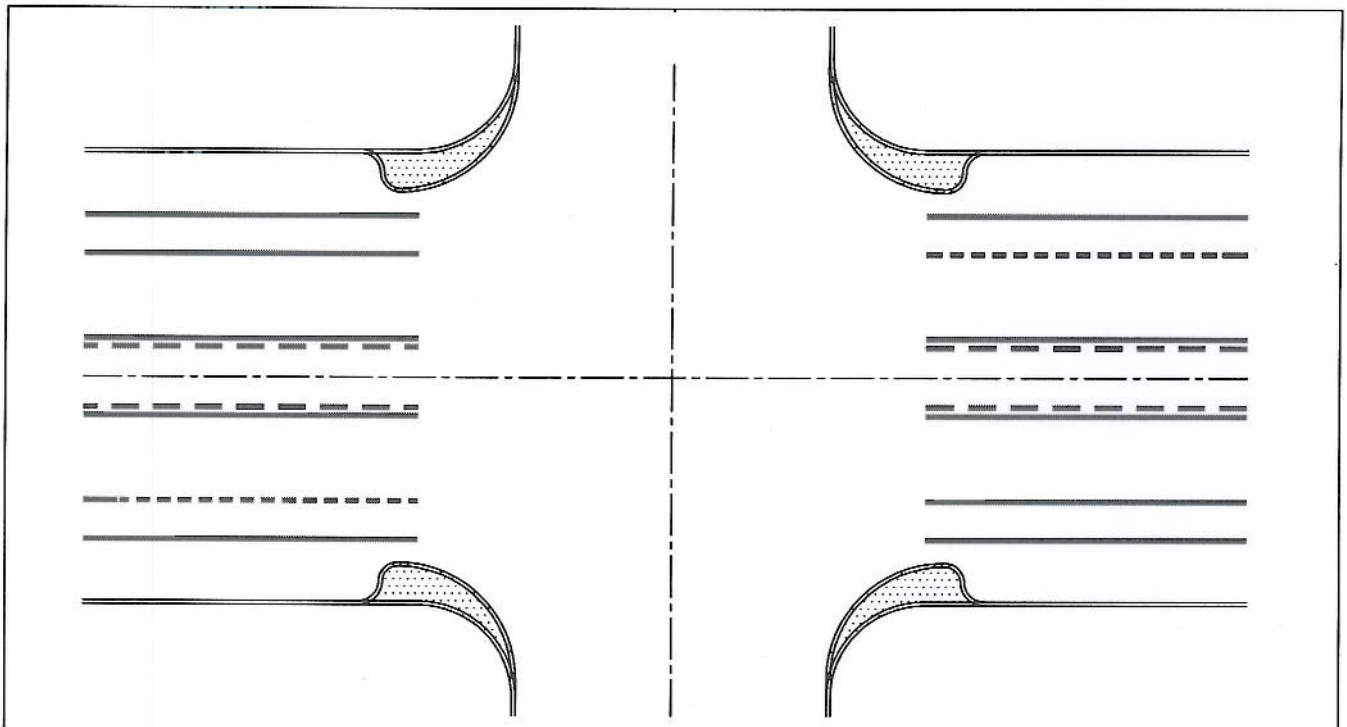
ATTACHMENTS:

1. Verdugo Avenue Safety Improvement Project
2. Optional Curb Extensions
3. Sample Endorsement letter

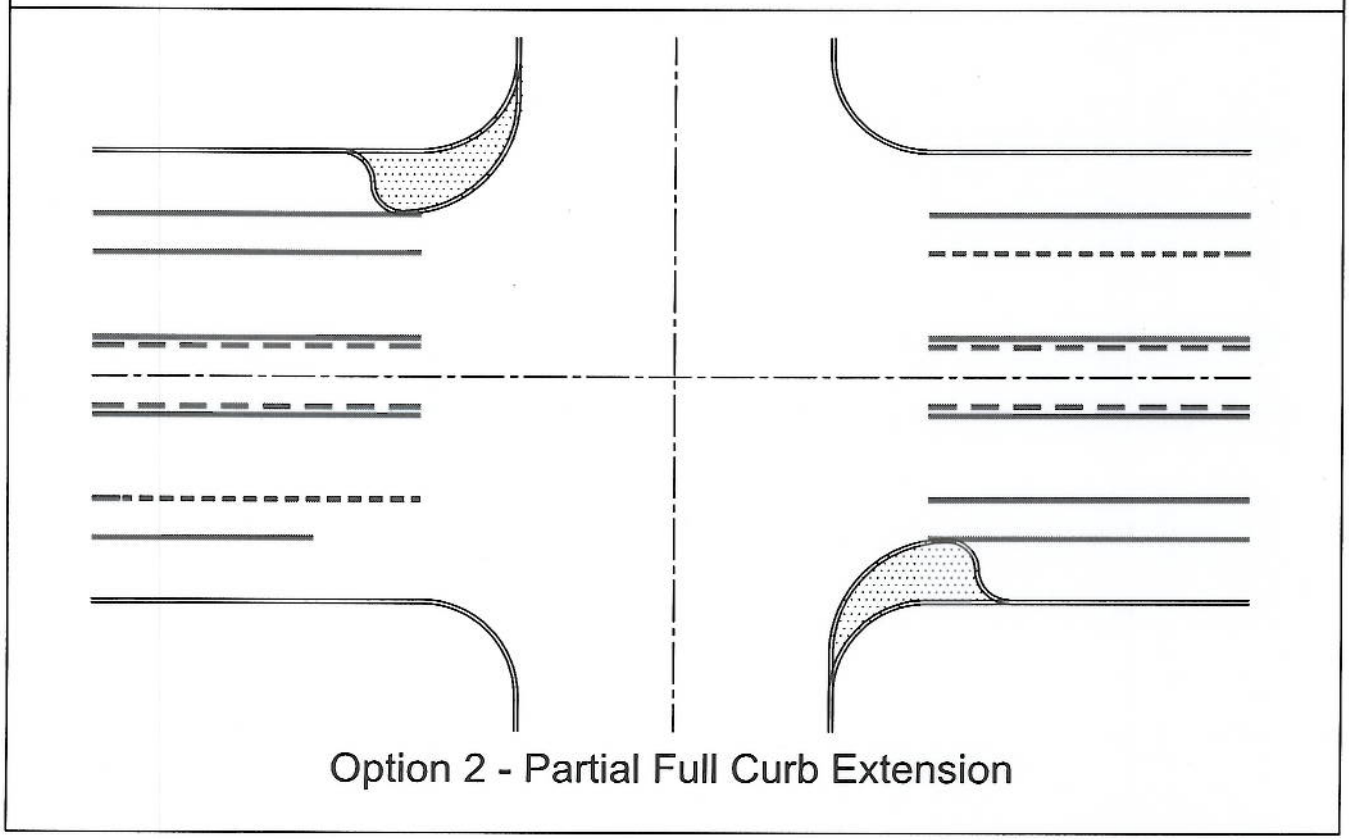
Attachment 1

Verdugo Ave Improvements





Option 1- Small Curb Extensions



Option 2 - Partial Full Curb Extension

Attachment 2

Curb Extension Alternatives on Verdugo Avenue

CITY OF BURBANK
275 EAST OLIVE AVENUE, P.O.BOX 6459, BURBANK, CALIFORNIA 91510-6459
www.ci.burbank.ca.us

PUBLIC WORKS
DEPARTMENT

October 20, 2010

Mr. Kenneth Johnson
City Traffic Engineer
City of Burbank
275 East Olive Avenue
Burbank, CA 91502

Subject: HSIP Grant Applications

Dear Mr. Johnson:

The Traffic Commission of the City of Burbank has reviewed the proposed twp applications to the State of California for Highway Safety Improvement Program (HSIP) grants. We fully endorse the proposal to extend the Verdugo Avenue Type II bicycle facility from its current limits to the western Burbank city limits and to Victory Boulevard. The extended on-street bicycle facility will significantly improve bicycle safety on the corridor.

We also recommend the application to replace old and unsafe guardrail throughout the city. The existing guardrail is substandard and many locations do not comply with current standards. This improvement will increase safety at many locations in Burbank.

Sincerely,

Brian Malone, Chairman
Burbank Traffic Commission

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VF

MODIFIED TRAFFIC SIGNAL DETECTION

ISSUE:

The Traffic Commission requested a demonstration on left turn traffic detection where the detectors are located away from the intersection stop bar. Staff has investigated our traffic signal operation to identify a candidate location for the demonstration.

BACKGROUND:

The Traffic Commission requested that staff look into the installation of left turn traffic signal detection for protected / permissive signal operation that would only activate the protected mode when more than two vehicles are waiting to be served. This type of left turn operation is used at various locations in the City of Los Angeles. Staff has reviewed a number of locations and determined that an appropriate demonstration location would be the intersection of Buena Vista Street and Verdugo Avenue. A typical detection configuration and the modified configuration are shown in Attachment 1.

DISCUSSION:

The modified left turn detection works best if:

- Left turn and through traffic demand is sufficiently variable to provide gaps in the through traffic to allow left turning movements;
- Left turning traffic demand is generally less than two vehicles per signal cycle;
- High left turning demand occurs only during short periods of the day; and
- Left turn accidents are minimal.

Verdugo Avenue operates on the following signal cycles:

Time Period	*Cycle Length*	*Left Turn Free Flow*
7:00 AM – 10:00 AM	106 seconds	68 vph
10:00 AM – Noon	90 seconds	80 vph
Noon - 7:00 PM	106 seconds	68 vph
7:00 PM – 10:00 PM	90 seconds	80 vph
10:00 PM – 7:00 AM	60 seconds	120 vph

Traffic demand was collected at the intersection during three time periods: 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM, and 4:00 PM to 6:00 PM. The first and last time periods correspond to the morning and evening peak travel periods and the middle period encompassed the Burroughs High School departure time. Peak hour and school dismissal traffic data is shown in Attachment 2.

The data for the morning peak period shows that the protected part of the protected-permissive left turn signal operation would be used only about half the time. The evening peak period shows that the westbound left turning movement would not require a protected component during most of the signal cycles; however, the eastbound left turn would generally require a protected component. The data for the school dismissal period shows similar results. The westbound left turn would generally not need a protective component, while the eastbound left turn demand would generally require a protected movement.

To test the validity of the modified detection operation, staff would collect data on the maximum queue length of the left turning traffic and vehicles served during the three time periods. Data collected before and after detection will be compared to determine the efficiency of the signal operation.

CONCLUSIONS:

.

The intersection of Buena Vista Street and Verdugo Avenue appears to be a good candidate to test and validate the modified traffic detection system. The data show that separate left turn detection on Verdugo Avenue will produce time periods where a protected component is used and other periods where it is not used. Measurements of vehicles served and queue length will give an indication of the efficiency of the operation for other locations.

The utilization of Buena Vista Street and Verdugo Avenue fort this test is dependent upon actions of the City Council regarding the future striping of Verdugo Avenue. If City Council chooses to retain the current striping, the detection can be implemented, but if City Council determines that four lane striping is appropriate, another location must be found. The City Council discussion on Verdugo Avenue striping will occur on November 2, 2010.

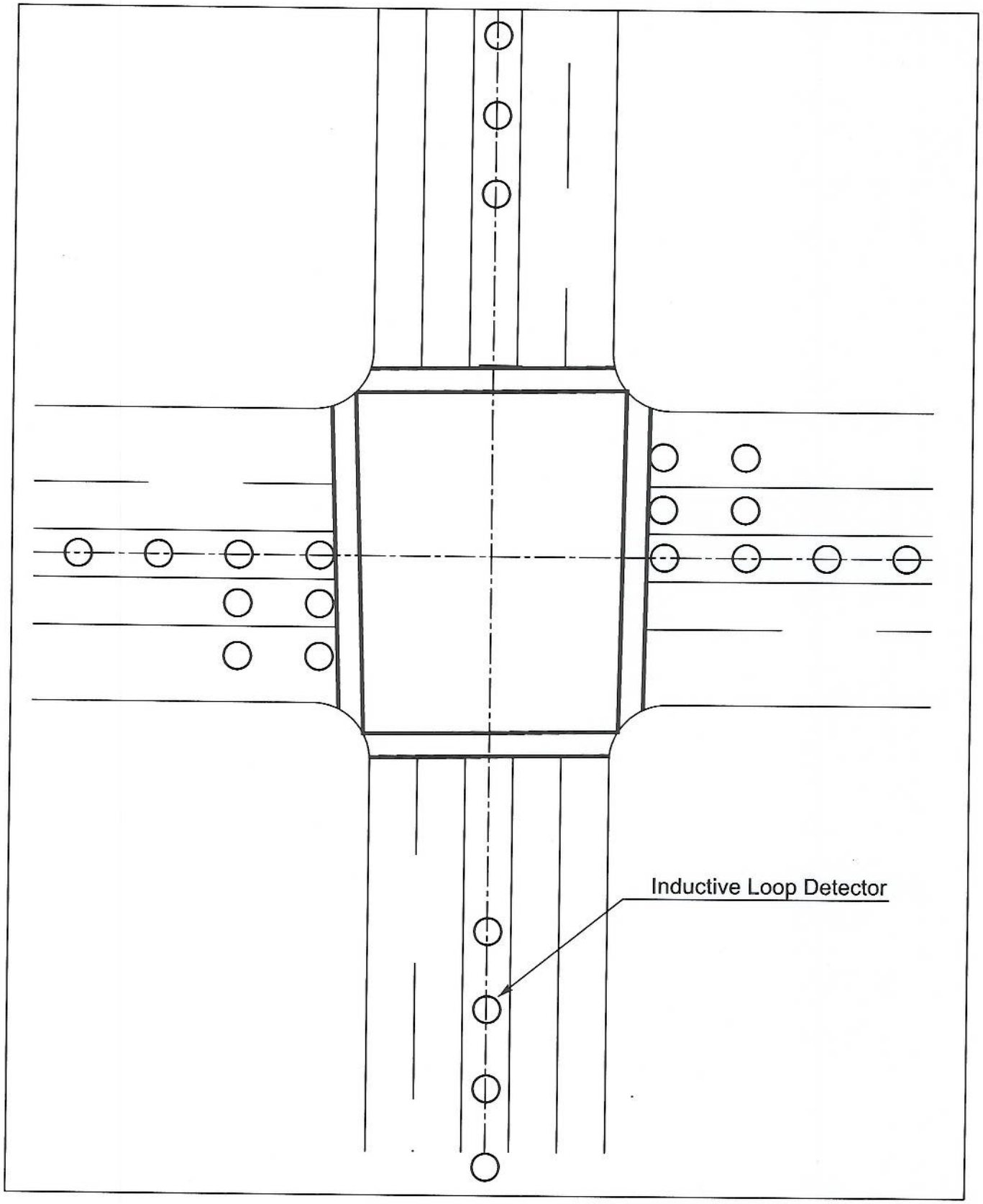
Implementation of the modified detection and separate left turn signal operation will require modification of the current traffic signal. Longer mast arms are required to install the separate left turn signals in the proper location over existing lanes. The approximate cost of installing two poles with larger mast arms is about $50,000.

RECOMMENDATIONS:

Staff recommends that the intersection of Buena Vista Street and Verdugo Avenue be selected to demonstrate the effectiveness of the modified detection system and requests Traffic Commission support for the project. City Council must allocate funding for the modification in order for it to be constructed.

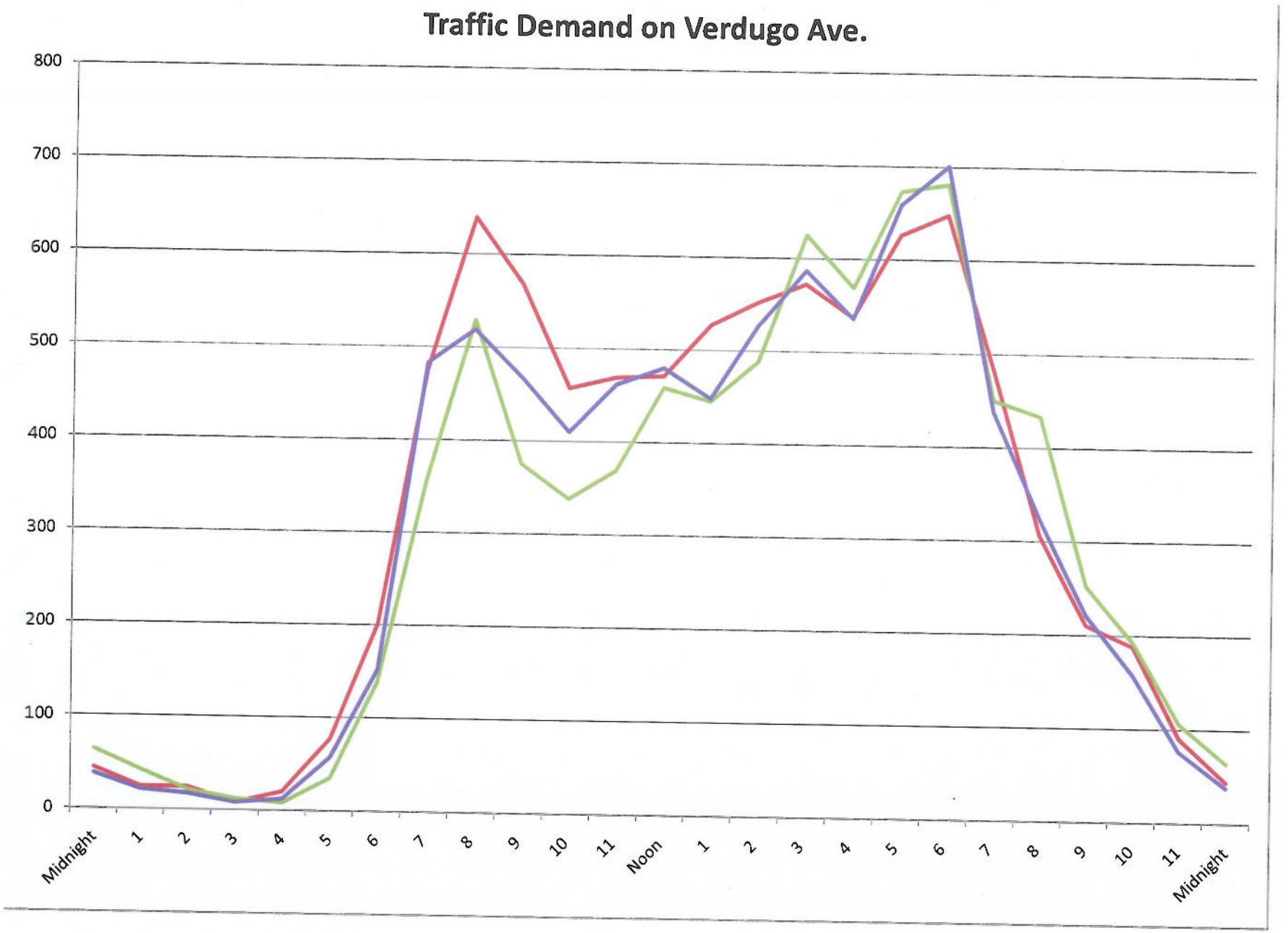
ATTACHMENTS:

1. Typical Modified Detection System
2. Verdugo Avenue Traffic Demand



Attachment 1

Modified Traffic Signal Detection


Traffic Demand on Verdugo Ave.
800
700
600
500
400
300
200
100
0
Midnight
1
2
3
4
5
6
7
8
9
10
11
Noon
1
2
3
4
5
6
7
8
9
10
11
Midnight

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VG

LNCV STATUS REPORT

ISSUE:

Traffic Commission requested that staff to provide monthly updates of the large Non-Commercial Vehicle (LNCV) parking permit development process.

DISCUSSION:

In October 2010, a work order was issued to install 24"X36" signs at all gateways to the City regarding the approved ordinance with telephone number and website for more information. Attached is a copy of the sign. The wording has been approved by the City Attorney.

The LNCV permit development process is currently underway with Edgesoft, Inc. and IT staff. Public Works has weekly meetings scheduled for the next several months. The projected time frame for completion of the LNCV component is January 2011. The "go live" date is January 17, 2011.

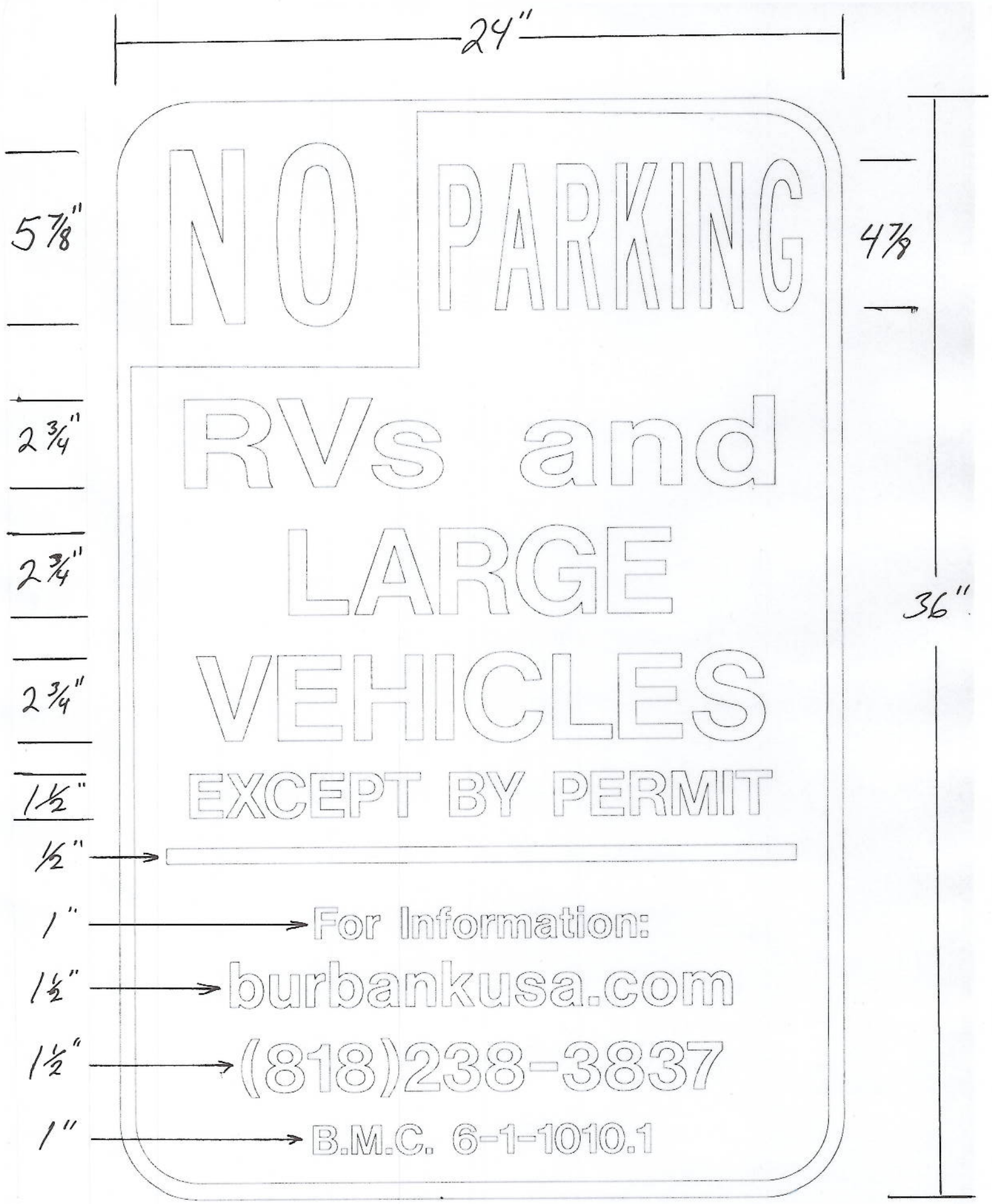
Staff had also prepared an informational flyer on the new ordinance which was posted on the City's website and distributed for handout at City Hall, the Community Services Building, the two libraries, and City recreation centers. Copies of this flyer are also being distributed and placed on LNCVs by Burbank Police/Parking Enforcement Officers.

CONCLUSIONS:

The gateway signs to be installed shortly, and the LNCV permit documentation is proceeding on schedule.

ATTACHMENTS:

1. Proposed gateway signs


24"
NO PARKING
RVs and
LARGE
VEHICLES
EXCEPT BY PERMIT
For Information:
burbankusa.com
(818)238-3837
B.M.C. 6-1-1010.1
5 7/8"
4 7/8
2 3/4"
2 3/4"
2 3/4"
1 1/2"
1/2"
1"
1 1/2"
1 1/2"
1"
36"

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VH

TRAFFIC CONTROLS AT SCHOOLS ON KENNETH ROAD

ISSUE:

The Traffic Commission School Safety Subcommittee is conducting an evaluation concerning pedestrian and vehicular safety around school facilities. As a part of the Traffic Commission discussion of stop signs on Kenneth Road in September 2010, the Commission requested that staff provide information on traffic controls and traffic accidents near three schools on Kenneth Road.

BACKGROUND:

The Traffic Commission School Subcommittee requested staff to investigate existing traffic control devices along Kenneth Road fronting three schools: Miller, Emerson and John Muir Schools.

DISCUSSION:

Kenneth Road is about 3.4 miles long and is located between Glenoaks Boulevard and the Burbank City boundary with Glendale, running parallel to Glenoaks. Kenneth Road carries between 4,000 and 4,500 vehicles per day in the vicinity of the three schools. The highest traffic demand was recorded during the morning and evening peak travel hours and at school dismissal time.

The speed limit on this road is 25MPH, with 85th percentile traffic speeds between four way stops, between 31 and 32 MPH throughout the corridor. The measured speeds are consistent with most other residential streets in Burbank.

Attachment 1 shows the boundaries of each of the schools, and attachments 2, 3, and 4 identify the traffic controls along Kenneth Road along Miller, Emerson, and John Muir Schools, respectively. All reported accidents along this road fronting the three schools during 1/1/2006 and 1/1/2010 are also summarized in attachment 5.

CONCLUSIONS:

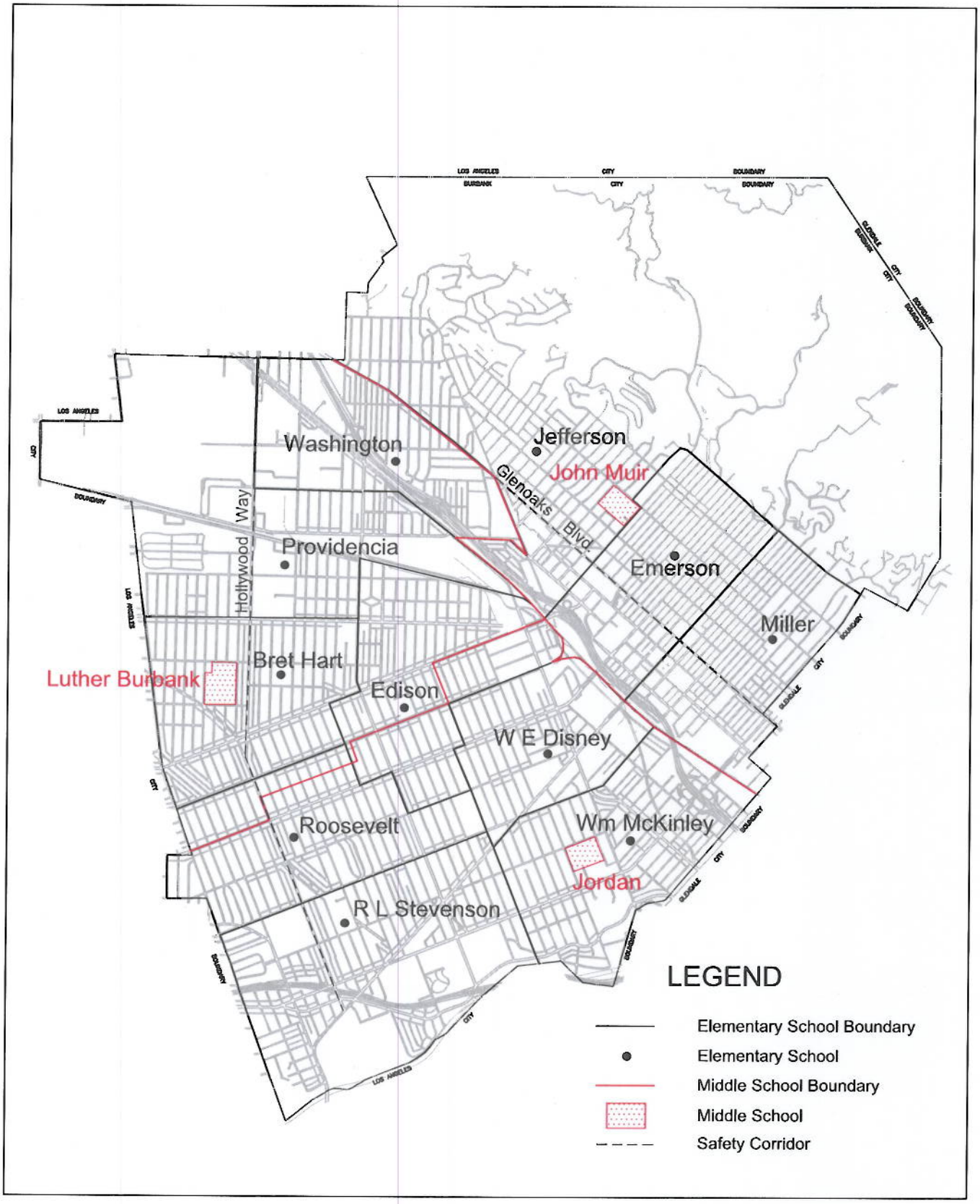
Kenneth Road has a relatively low volume of traffic, speeds are not any higher than other residential streets in Burbank, and the street accident rate of 6.6 accidents per million vehicle miles along Kenneth Road is within Los Angeles County average accident characteristics.

RECOMMENDATIONS:

Receive and File

ATTACHMENTS:

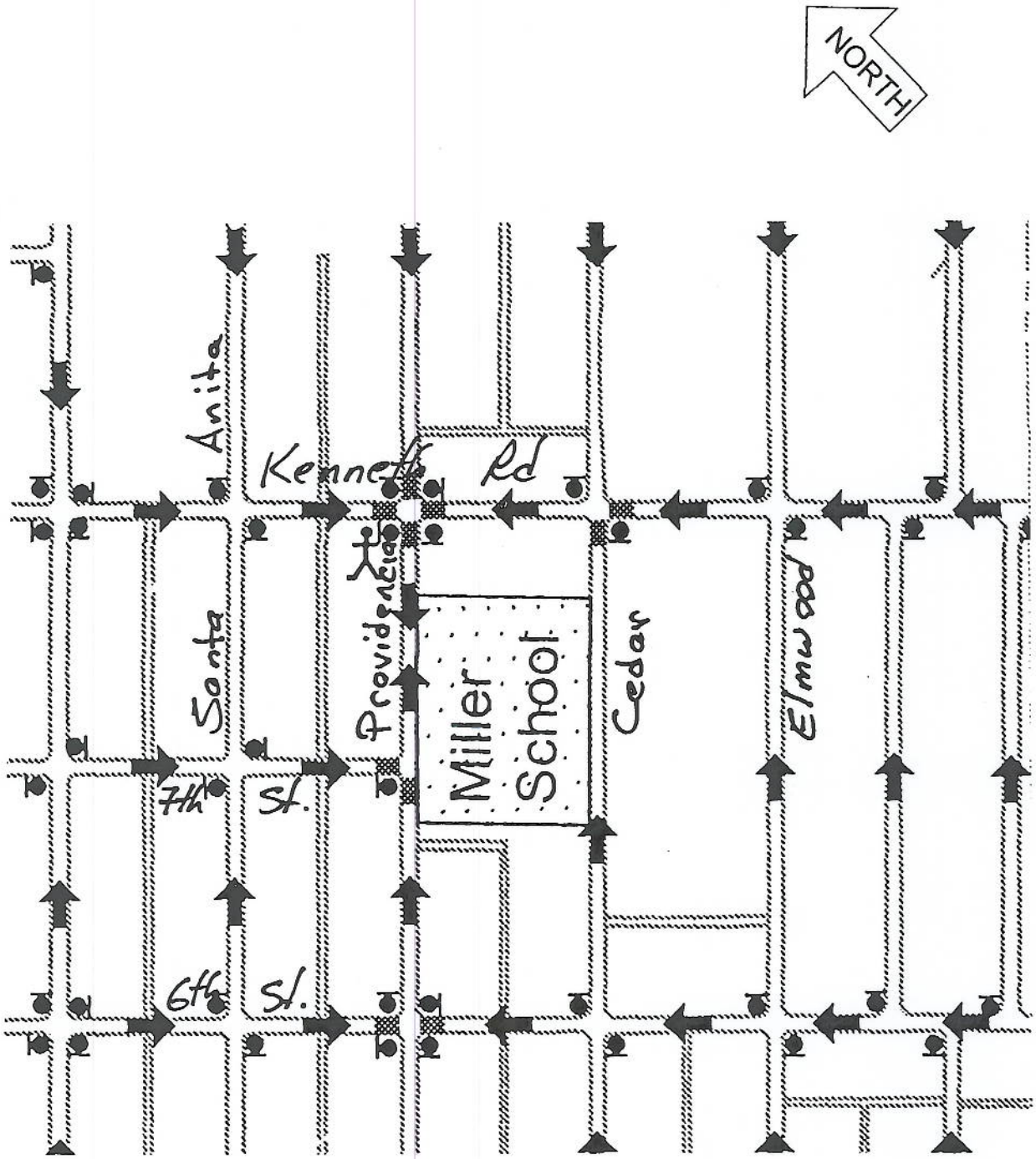
1. BUSD Elementary and Middle Schools
2. Traffic Controls on Kenneth Rd. along Miller School
3. Traffic Controls on Kenneth Rd. along Emerson School
4. Traffic Controls on Kenneth Rd. along John Muir School
5. Accident History along Kenneth Road for 3 schools



Attachment 1

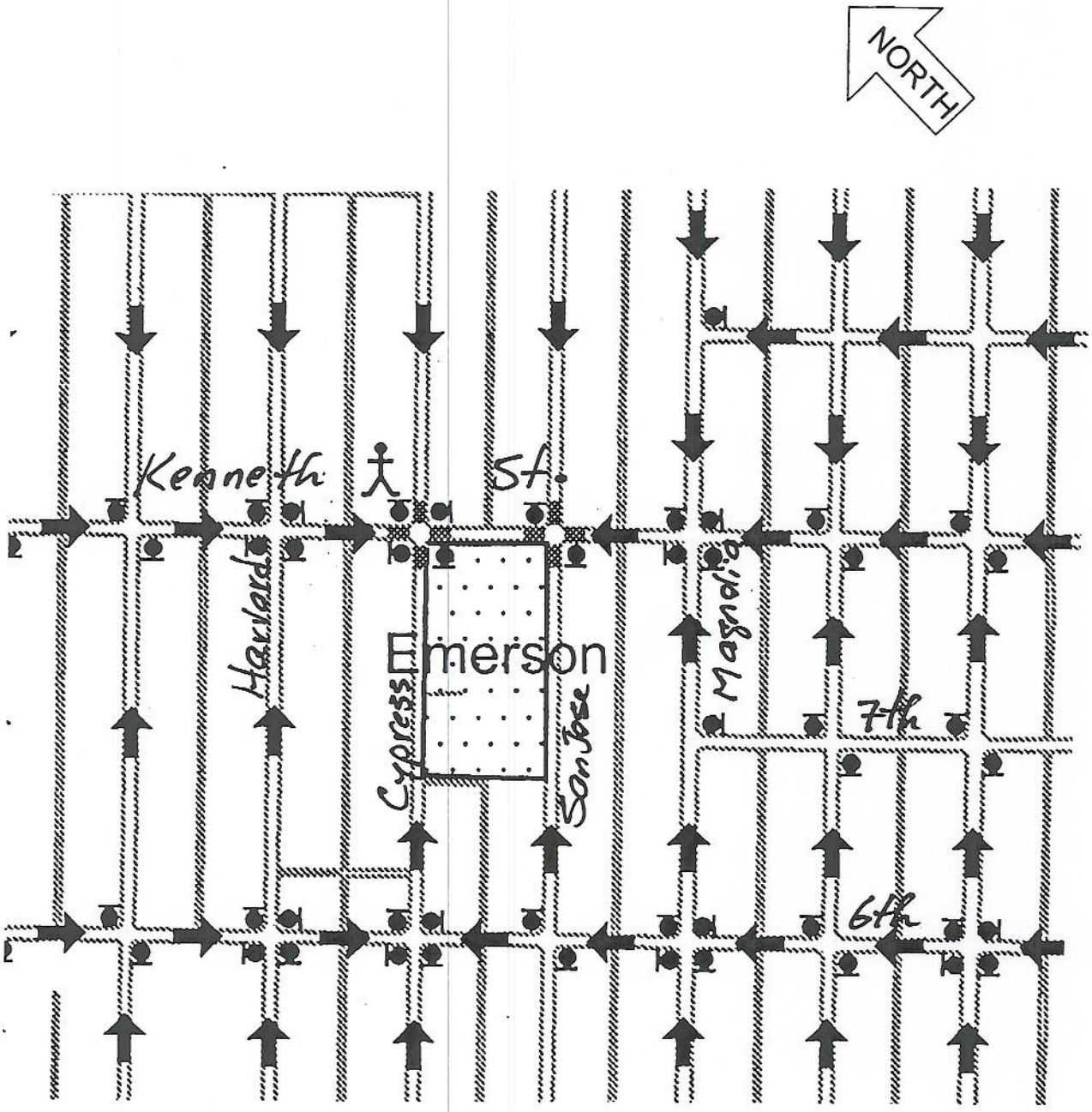
Elementary and Middle Schools

Schools.dwg



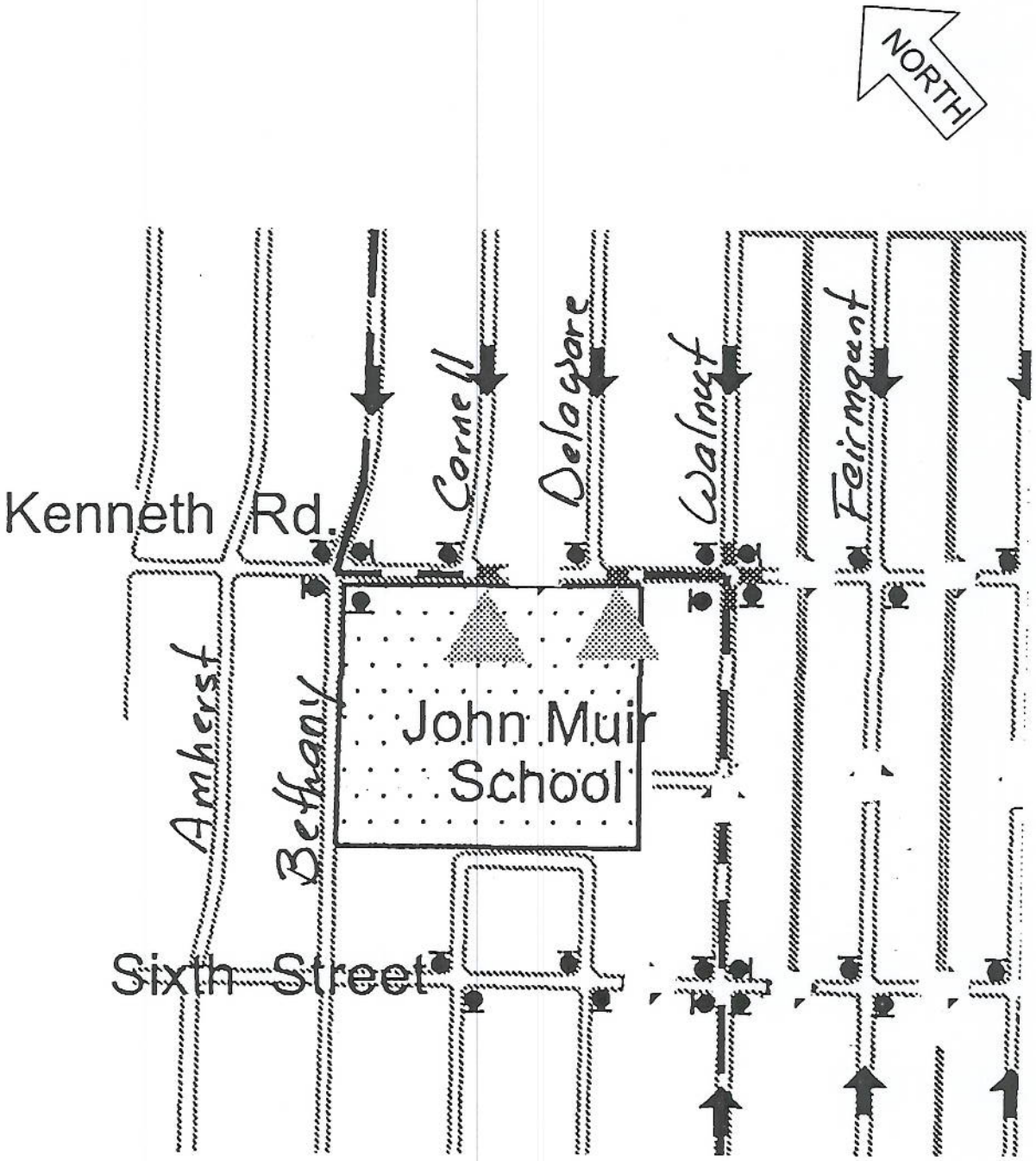
Attachment 2

Recommended Walking Routes to Miller School



Attachment 3

Recommended Walking Routes to Emerson School



Attachment 4

Recommended Walking Routes to John Muir

Kenneth Road fronting Miller School accident history:
1/1/2006 to 1/1/2010

Intersection	Traffic Control	# of accidents
@ Elmwood	2-Way Stop on Elmwood	1-auto violation
@Cedar	2-Way Stop on Elmwood School X-Walks on east and south legs	3- auto violations
@Providencia	4-Way Stop School X-Walks on 4 legs Crossing guard on west leg	0
@ Santa Anita	2-Way Stop on Santa Anita	1-DUI

Kenneth Road fronting Emerson School accident history:
1/1/2006 to 1/1/2010

Intersection	Traffic Control	# of accidents
@ Magnolia	4-Way Stop X-Walks on east and south legs	1-Improper turning
@ San Jose	2-Way Stop on San Jose School X-Walks on 4 legs	2- auto violations
@ Cypress	4-Way Stop School X-Walk n 4 legs Crossing guard on west leg	3- auto violation and improper turning
@ Harvard	4-Way Stop	1-DUI

Kenneth Road fronting John Muir School accident history:
1/1/2006 to 1/1/2010

Intersection	Traffic Control	# of accidents
@ Fairmount	2-Way Stop on Fairmount	1-auto violation
@ Walnut	4-Way Stop School X-Walk on 4 legs	1-vehicle vs. pedestrian 1-vehicle vs. bike
@ Delaware	1-Way Stop S/B Delaware School X-Walk on east leg	0
@ Cornell	1-Way Stop S/B Cornell School X-Walk on east leg	1-vehicle vs. bike
@ Bethany	4-Way Stop School X-Walk on 4 legs	0
@Amherst	2-Way Stop on Amherst	1-auto violation

Attachment 5

TRAFFIC COMMISSION REPORT
October 28, 2010

Item VI

TRAFFIC CONTROLS ON ALAMEDA AVENUE AT CORDOVA AND AT AVON

ISSUE:

The Traffic Commission requested information on the traffic diverter on Cordova Street at the alley north of Alameda Avenue, and the purpose of pedestrian crossing prohibitions across Alameda Avenue on the west side of Lima Street.

DISCUSSION:

The diverter on Cordova Street was installed to prevent traffic exiting the SR-134 westbound off-ramp from cutting through the residential area north of Alameda Avenue. The diverter was authorized by City Council prior to the year 2000 as a part of a neighborhood protection program for the area. That program also installed chokers at several intersections east of Cordova Street.

The pedestrian crosswalk crossing Alameda Avenue on the west side of Lima Street was removed in 2006 as a part of the Alameda-Oak Neighborhood Protection Program. Traffic on Lima Street was prohibited to travel through Alameda Avenue in both the north and south directions; thus, northbound and southbound traffic was required to turn right or left at the intersection. The crosswalk on the west side of the intersection was removed to facilitate southbound right turning traffic, which is the predominant southbound movement. The crosswalk on the east side of the intersection was retained since the northbound right turning traffic movement is virtually nil. The intersection has very low pedestrian traffic crossing Alameda Avenue.

CONCLUSIONS:

The traffic controls described above were installed with various neighborhood protection programs authorized by City Council.

RECOMMENDATIONS:

Receive and File.